

women will be a victim of a violent crime in their lifetime. For every 5 minutes that passes, another woman is raped. Every 9 seconds another woman is abused.

And don't think it doesn't happen in your community. While most men are respectful toward women, the statistics indicate that in every community there lives at least one weak, cowardly, and spineless man who feels the compulsion to humiliate and torment a woman.

Don't fool yourself into believing that you couldn't know a woman who is suffering. These women are someone's mother, someone's sister, someone's daughter, someone's coworker, someone's friend. This abuse breeds fear, pain, and shame in women.

It's time to alert and educate the public about the violence that is being inflicted on women and how to stop it. Violence is inexcusable in any civilized society. Only by exposing this destructive vile behavior will there be an end to the pain and suffering. Anything less is unacceptable. I urge everyone to do their part to end the violence.

TRIBUTE TO ANNA CHERNEY, PEACE AND COMMUNITY ACTIVIST

HON. LYNN C. WOOLSEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 1996

Ms. WOOLSEY. Mr. Speaker, I rise today to pay tribute to Anna Cherney, one of California's long-time social and peace activists who passed away on April 18, 1996, at the age of 94. Until her death she was active throughout the community as a vigorous worker for civic activities, involved with the peace and labor movements, and supporting the struggle for equality.

Anna is well known for giving generously of herself and her finances. Seldom did she withhold her financial support for her beliefs.

Anna is attributed with making her community, the city of Sebastopol, CA, a nuclear-free zone. She has helped raise money for student art scholarships at the local Santa Rosa Junior College, the Sonoma County Peace and Justice Center, and continued fund raising activities, rallies, and peace marches until just recently. Her friends call her "one feisty lady," and it is her spirited nature that will be remembered and cherished by her many followers who will pick up the torch and carry it to the generations who follow.

Mr. Speaker, Anna Cherney's commitment to her community, her legacy of generosity, and her selflessness serve as an example to all Americans. It is people like Anna, working together in communities throughout America, who make our Nation so great and bring out the best in us. We can celebrate the power of one individual, Anna Cherney, by waking the giants that live within all of us to help our neighbors, our community, and our Nation. Anna Cherney did, and for this, I say thank you, Anna.

H.R. 2594 AND TECHNICAL CHANGES TO ICC TERMINATION ACT

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 16, 1996

Mr. SHUSTER. Mr. Speaker, today I would like to announce that H.R. 2594, the Railroad Unemployment Insurance Amendments Act, is scheduled to be considered on the House Floor next week. This bipartisan bill improves unemployment and sickness benefits for rail workers, with no additional cost to the Federal Government.

H.R. 2594 was approved by the Transportation and Infrastructure Committee by voice vote last November. It is a consensus measure, supported by both rail labor and rail management.

Unemployment and sickness benefits for rail workers are handled under a national, employer-financed system that is administered by the Railroad Retirement Board. H.R. 2594 makes a number of changes to railroad unemployment and sickness benefits that will produce a more equitable and up-to-date program.

The reforms contained in H.R. 2594 will bring the railroad industry benefits more into line with the State unemployment benefits that apply to all other industries. Daily benefits will be increased from \$36 to \$42. Currently, most States have higher daily benefits than the railroad unemployment program. In addition, the waiting period before benefits begin to accrue is reduced from 14 days to 7 days. Again, most States have a shorter waiting period than under the railroad unemployment system. The bill also limits the amount of benefits that can be paid based on an individual's outside income, and reduces the maximum number of days of extended benefits.

Because the railroad unemployment system is financed by taxes imposed on the railroad industry, the federal taxpayer will not be saddled with additional costs as a result of this bill. Thanks to the efforts of our colleagues on the Budget Committee, the budgetary impact of the bill has been resolved so that we are able to bring the bill to the floor under suspension of the rules.

In the motion to suspend the rules and pass H.R. 2594, I will also include several technical corrections that are necessary to eliminate minor drafting ambiguities in the ICC Termination Act, which was enacted at the end of 1995. The changes are intended only to restore the status of related laws to the way they were at the time of the enactment, or to correct purely clerical errors in the text of the ICC Termination Act. The text of these technical changes follows.

One of the technical changes is necessary to carry out the explicitly stated intent of the ICC Termination Act that its enactment did not "expand or contract coverage of employers or employees under the Railway Labor Act." 49 U.S.C. 10501(c)(3)(B). The technical correction is drafted merely to restore more clearly the exact legal standards for coverage under the Railway Labor Act that existed prior to the enactment of the ICC Termination Act. Otherwise, the current text of the law could cause needless ambiguity and confusion.

H.R. 2594 will provide for much-needed reform of the railroad unemployment system and I urge your support of this legislation.

TECHNICAL CHANGES TO ICC TERMINATION ACT
TO BE INCLUDED IN H.R. 2594

SEC. 6. TECHNICAL AMENDMENTS.

(a) REFERENCES.—(1) Section 24307(c)(3) of title 49, United States Code, is amended by striking "Interstate Commerce Commission" and inserting in lieu thereof "Surface Transportation Board".

(2) Section 24308 of title 49, United States Code, is amended—

(A) by striking "Interstate Commerce Commission" in subsection (a)(2)(A) and inserting in lieu thereof "Surface Transportation Board"; and

(B) by striking "Commission" each place it appears and inserting in lieu thereof "Surface Transportation Board".

(3) Section 24311(c) of title 49, United States Code, is amended—

(A) by striking "Interstate Commerce Commission" in paragraph (1) and inserting in lieu thereof "Surface Transportation Board"; and

(B) by striking "Commission" each place it appears and inserting in lieu thereof "Surface Transportation Board".

(b) CLARIFYING AMENDMENT.—(1) The first paragraph of section 1 of the Railway Labor Act (45 U.S.C. 151) is amended by inserting "The term 'carrier' includes any express company or sleeping car company subject to subtitle IV of title 49, United States Code, within the meaning of such terms under this section as in effect on December 31, 1995." after "in any of such activities."

(2) The amendment made by paragraph (1) is made for the purpose of clarifying the policy stated in section 10501(c)(3)(B) of title 49, United States Code, that the enactment of the ICC Termination Act of 1995 did not expand or contract coverage of employees and employers by the Railway Labor Act.

(c) TITLE 49.—Title 49, United States Code, is amended—

(1) in section 13102(10)(A) by inserting after "her dwelling" the following: "and if the transportation is at the request of, and the transportation charges are paid to the carrier by, the household";

(2) in chapter 151 by striking "CHAPTER 151—GENERAL PROVISIONS" the second place it appears;

(3) in chapter 153 by striking "CHAPTER 153—JURISDICTION" the second place it appears;

(4) in chapter 157 by striking "CHAPTER 157—OPERATIONS OF CARRIERS" the second place it appears;

(5) in chapter 159 by striking "CHAPTER 159—ENFORCEMENT: INVESTIGATIONS, RIGHTS, AND REMEDIES" the second place it appears;

(6) in the table of sections for chapter 159 by striking the item relating to section 15907;

(7) in chapter 161 by striking "CHAPTER 161—CIVIL AND CRIMINAL PENALTIES" the second place it appears; and

(8) in section 41309(b)(2)(B) by striking "common".

(d) TITLE 28.—Section 2342(3)(A) of title 28, United States Code, is amended by striking "part B or (C)" and inserting "part B or C".

(e) ICC Termination Act.—Effective December 29, 1995—

(1) section 308(j) of the ICC Termination Act of 1995 (109 Stat. 947) is amended by striking "30106(d)" and inserting "30166(d)"; and

(2) section 327(3)(B) of such Act (109 Stat. 951) by inserting "each place it appears" before "and inserting in lieu thereof".

(f) ARMORED CAR INDUSTRY RECIPROCITY ACT OF 1993 AMENDMENTS.—Section 5(2) of